

INFORMATION REPORT

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COUNTRY USSR (Baltic)

CONFIDENTIAL

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SUBJECT Harbor Conditions and Security Measures
in Lithuania and East Prussia

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SUPPLEMENT TO
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1. The harbor installation at Palanga (55-55N, 21-05E) consists only of one old wooden wharf, built in the form of a right angle. There are no loading or unloading facilities. The dimensions of the wharf and the depth of water at that point are unknown. The only maritime traffic observed was a Soviet patrol boat [REDACTED], which stopped at the wharf from time to time. The letters which preceded the number of the patrol boat were not observed but were [REDACTED].
2. The town of Palanga consists of one main street lined with stone houses, all in good condition. The civilian population, which is apparently Lithuanian, is well dressed.
3. The local military garrison occupies a three-story stone house at the south edge of the town, undoubtedly the former castle. This building has its own radio station and a tall radio mast was installed there in December 1950. The walls of the headquarters-building offices are covered with maps. Most of the maps were covered by curtains at the time of observation, but those which could be seen were of Europe and the Baltic area. Many soldiers were observed on the streets of Palanga, some wearing red-and-green rectangular shoulder patches. One officer wore three large stars in a triangle on his shoulder patch. This would indicate, if he is stationed there permanently, that the local military force must be a regiment.
4. The only buildings observed along the coast from Palanga to a point five kilometers south of Palanga were summer houses and one building which looked like a hotel. All were empty. There were small guard huts all along the coast, but no coastal batteries or radar installations. Two-man patrols were observed at intervals along the entire coastal stretch, some of which were mounted.
5. On the beach about 1.5 kilometers south of the Palanga bridge there was a drum about 5 x 12 meters in size. A small guard hut had been built beside the drum, and few civilians were observed in the area. The large drum may have been a fuel drum, to be installed as a depot, a salvage pontoon which had washed ashore, or a storage drum for oil to be spread on the water and ignited in case of attempted invasion.
6. The Palanga-Klaipeda highway has recently been rebuilt and is now a wide,

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asphalt-surfaced road in good condition. A railway line crosses the highway at one point and a bridge is just being completed which will carry the railway tracks above the road. At the entrance to Klaipeda a guarded boom across the road protects the approach to the town. The countryside along the highway is desolate, with only an occasional dilapidated farm. There was no indication, however, that the civilian population had been or was about to be evacuated.

7. The harbor area of Kaliningrad is protected on the land side by grill fences. Two wharves were observed, both in fully usable condition. They are asphalt-surfaced, well equipped with railway tracks (running on the level of the wharves) and with what are apparently new cranes. The docks are well equipped with warehouses of stone construction, and new warehouses are being built. Along the entire length of each of the two wharves, placed about 1.5 meters from the edge of the wharf, there are iron hatches which can be opened and closed. Each hatch is about one meter in length, and they are placed close together. The labor force in the harbor area includes women as well as men, and does not fall within any particular age category. No work is done in the harbor area at night, and there is only scanty illumination. At the time of observation there were three ships in the harbor, the Spartan and two others, and various small harbor craft and fishing trawlers.
8. The south side of the canal from Baltiisk (54-40N, 19-54E) to Peyse (54-41N, 20-05E) is reinforced with piling which extends about 1.5 meters above water level, but there is no reinforcement on the north side. The channel is free of wreckage, but several wrecked ships have been hauled over to the edge of the channel and in some places pulled up on the shore. In Peyse harbor there is a heap of wrecked ships and barges which have apparently been hauled here and piled up by large cranes. On the north side of the channel there are occasional docks for small craft, and at one point a floating crane, with a ship, was observed. The only other vessels observed were a few barges and two trawlers on the way into the harbor, and two patrol boats, flying green flags, near Peyse. The canal should now be navigable for ships up to 10,000 tons.

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